

SUBJECT: NAVAL LOGISTICS INTEGRATION-ATAC/Ground Marine Retrograde

FACTS:

1. **Balanced Scorecard Goal/Objective.** “Meet or Exceed the Published Schedule” is a LOGCOM Balanced Scorecard strategic objective designed to ensure that LOGCOM meets internal schedule dates. This insures that the internal processes and procedures are in place and working properly to meet customer demand. This will also support the “Control Costs” strategic objective by minimizing the impact of carcass losses and overaged carcass returns on the Navy Working Capital Fund (Supply Management Activity Group) Cost Recovery Rate. LOGCOM-SCMC is responsible for managing the Marine Corps’ Material Returns Process (MRP) for SECREFs to ensure carcasses are available to meet the Depot Level Maintenance Program Master Work Schedule. ATAC is a Navy program that is focused on this process.

2. **Project Description.** This initiative is designed to evaluate and pilot use of the Navy’s Advanced Traceability and Control/Technical Assistance for Reparables Processing (ATAC/TARP) program, which is specifically focuses on intense management of depot level reparables returns (reverse logistics) management.

3. **Why Required.** This initiative benefits (1) the Marine Corps’ retail-level Repairable Issue Points (RIPs) in the operating forces and supporting establishment, and (2) LOGCOM-SCMC wholesale-level SECREF and Centralized SECREF Management processes. ATAC/TARP provides more intense management of SECREF returns throughout the globe in garrison and in deployed environments. Currently, retail-level RIPs do not obtain responsive and reliable support from Base/Station TMOs. Planning for SECREF Returns is poorly planned and rarely executed in a methodical manner. MEU deployments traditionally do not return retrograde until at the end of deployments. A contingency contract was signed with DHL during OIF-I by I MEF/MLC to facilitate SECREF carcass retrograde movement to LOGCOM. Material was poorly packaged and preserved, and material was not properly identified with appropriate documentation. The high-level performance expectations are to (1) significantly improve reverse cycle time performance for SECREF retrograde, and (2) provide in-transit visibility of SECREF retrograde.

4. **Resources.** Initiative is not currently in the POM. Existing Transportation Account Codes (TAC) centrally managed by HQMC (LPC-D) are used to fund SECREF retrograde transactions according the policy. Contingency funding has been utilized to provide CSSG-15 ATAC/TARP contractor support for OIF-II. SCMC contractors forward positioned at FSSG RIPs are also utilized to pilot utilization of the ATAC/TARP project at 1st, 2nd, and 3rd FSSGs. Naval Inventory Control Point Philadelphia PA received funding (\$100K) to fund system changes for the eRMS program, which is IT enabler for the ATAC/TARP program. A fair-share portion of this funding is being utilized to fund system changes to accommodate “ground Marine” SECREF retrograde transactions and processes unique to Marine Corps Combat Service Support logistics chain management. This initiative naturally supports SCMC’s Distribution Branch operations as a potential “Best Business Practice,” and therefore, there should be no additional personnel support required to manage this initiative. Additional contractor support might be required beyond that currently being utilized in Iraq, to support ATAC/TARP processes at the RIPs.

5. **Plan of Action and Milestones.** This initiative is currently being piloted at 1st, 2nd and 3rd FSSGs, and by I MEF (FWD) in support of OIF-II. Plans are underway to pilot utilization of the ATAC/TARP program by the 31st MEU aboard the USS Essex and potentially other MEU deployments,

continue utilization of the ATAC/TARP program for OIF-III by II MEF (FWD), and potentially support Afghanistan operations.

Near Term: 1-2 months

- Finish programming
- Site surveys: Lejeune, Pendleton, Okinawa
- Lejeune in eRMS
- Pursue Essex Aviation/Ground Marines integration

Mid Term: 3-6 months

- Albany, Pendleton, Okinawa in eRMS
- Ensure smooth I/II MEF switch in Iraq
- Define ideal end state of ATAC/Ground Marines integration
- Develop plan to implement additional Ground Marines locations

Long Term: Beyond 6 months

- React with flexibility to ongoing Ground Marines needs
- Better define costs
- Continue to analyze/pursue additional integration

6. **Owning Organization/ Partners.** Owning organizations for the initiative are LOGCOM-SCMC for the Marine Corps, and Naval Inventory Control Point Philadelphia PA for the Navy.

7. **Point of Contact.** Primary Marine Corps Project lead is GS-13 Eric Granahan, SCMC Material and Distribution Department (Distribution Branch Head); Michael.granahan@usmc.mil; 639-XXXX? Secondary Marine Corps project , lead is Major Shaun McDoniel, SCMC Supply Chain Operations Officer, mcdonielps@logcom.usmc.mil; 639-6502. Navy project lead is GM-14 Bev Thomas, ATAC Program Manager NAVICP-P, DSN 442-XXXX, Beverly.Thomas@navy.mil

